Punctuality rate of the important trains

3010. SHRI KRISHAN LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the punctuality rate of the most of the to and from important trains at Delhi Railway station is constantly on decline;

(b) if so, the reasons therefor;

(c) what was the punctuality rate of these trains during the last six months, month-wise; and

(d) the steps being taken to ensure punctuality of trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) Punctuality of trains to and for Delhi during last Six months has been as follows:—

June'91	98.2
July'91	98.5
Aug.'91	97.7
Sept.'91	98.2
Oct.'91	97.7
Nov.'91	98.9

(d) Round the clock monitoring of trains to ensure punctuality is a continuous process on the Railways.

Overhead rates for wagon builders

3011. SHRI JAGDISH PRASAD MATHUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Cost Accounts Branch of the Ministry of Finance have recommended overhead rates for Wagon Builders based on composite man-hour rates;

(b) whether it is a fact that cost data of several wagon Builders which had lower composite man-hour rate have been ignored by the office of the Chief Adviser (Cost);

(c) whether recommendations for the Public Sector Wagon Builders and the Private Sector Builders for computing composite man-hour rates are different; and

(d) the reasons for including public sector units for working out the various rates of Private Sector that had ultimately benefited the Private Sector organisation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Chief Adviser (Cost). Ministry of Finance have recommended overhead rates for wagon builders based on composite man-hour rates.

(b) Chief Adviser (Cost) has worked out the overhead percentage for 10 wagon builders out of 11. One wagon builder, who is a new entrant in wagon manufacture and whose wage rate has not stablised was excluded by Chief Adviser (Cost), Ministry of Finance.

(c) Chief Adviser (Cost) have recommended that overhead percentage for Private Sector be fixed at 182 per cent based on the average of 10 wagon builders and Public Sector be given a 10 per cent build up over 182 per cent i.e. 182 + 18 = 200 per cent.

(d) This recommendation of the Chief Adviser (Cost), was following the same lines as adopted by earlier Pricing Committee constituted in 1982 by Ministry of Industry under the chairmanship of Chairman/BICP.

Recovery of escalation claims

3012. SHRI JAGDISH PRASAD MATHUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Cost Account Branch of Ministry of Finance has sent a report regarding escalation cases of bought-out components for MBVG wagons manufactured by M/s. Hindustan General Industries Limited, Nangloi, New Delhi in December, 1990 or near about;

(b) whether it is a fact that against this claim the Railway Board paid the advance money to the Company in 1983-84;

(c) whether it is a fact that Cost Accounts Branch has recommended the recovery of the amount with interest against the Company;

(d) what is the amount recoverable from the Company and the interest thereon;

(e) whether the amount of recovery has been recovered from Company ;

(f) if not, what are the reasons and the officers responsible therefor; and

(g) what steps Government have taken to investigate the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) Yes, Sir.

(c) and (d) CA (Cost) Branch has only recommended a payment of Rs. 10.22 lakhs against the Firm's claim of Rs. 32.05 lakhs. Since Rs. 24,03,960/- was paid in advance to the firm provisionally, the net amount recoverable from the Firm is Rs. 13,81,540/- and interest recoverable is Rs. 21,27,049/-.

(e) Yes, Sir.

(f) and (g) Do not arise.

Fly-over bridge at Dimapur in Nagaland

3013. SHRI KHYOMO LOTHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a second fly-over bridge is being constructed at Dimapur in Nagaland;

(b) what is the estimated cost of the project;

(c) when this project was started and by when it is likely to be completed;

(d) the name of the contractor to whom the work of the project has been awarded;

(e) whether compensation has been paid to the land owners who might be affected by this project; if not, the reasons therefor; and

(f) whether such arrangement is being contemplated?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) The work was sanctioned at an estimated cost of Rs. 3.63 crores.

(c) Work on bridge approaches has been commenced by the State Government during 1991-92. The railway portion of the work on bridge proper will be commenced shortly and is likely to be completed during 1994-95.

(d) The contract for the railway portion of the work has not yet been awarded.

(e) and (f) No, Sir. Railway portion of the work does not involve acquisition of land.

Expension and modernisation of railway services between Delhi and Meerut

3014. SHRI SHANTI TYAGI: Will the Minister of RAILWAYS be pleased to state:

(a) what are the Railway projects for the satellite towns in the NCR, particularly Ghaziabad and Meerut, in the current year and the next financial year;

(b) whether Government have received many representations from travelling public and various organisations demanding expansion and modernisation of railway service between Delhi and Meerut; and

(c) if so, the details of these demands and the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No project for the satellite towns in the NCR regions has been sanctioned during the current year. Proposals for next financial year viz. 1992-93 are yet to be finalised.

(b) and (c) Demand for electrification of Ghaziabad-Meerut section has been received. Cost-cum-feasibility survey for this work has been taken up. Final decision would depend on the result of the survey and availability of funds.